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THE ILLUSTRATED WAR NEWS



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"Not once or twice in our fair Island story, the path of Duty was the way to Glory."—Tennyson.

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By FRANK DADD.

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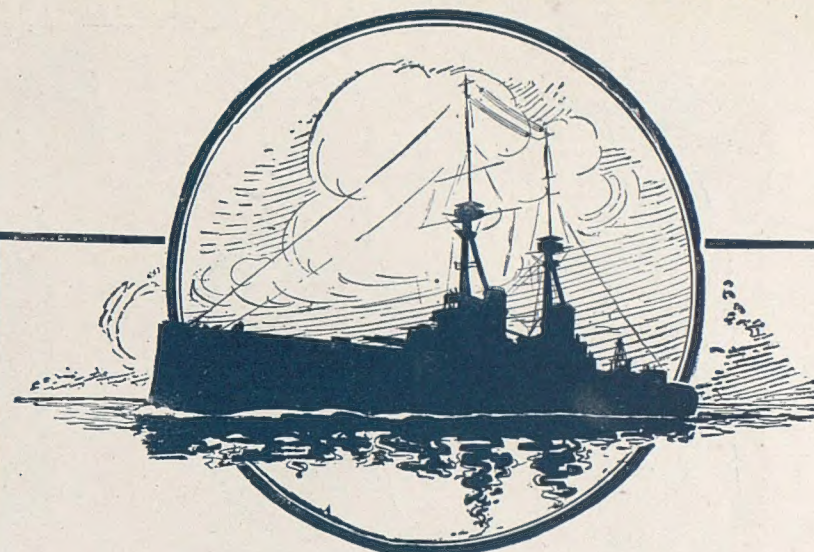
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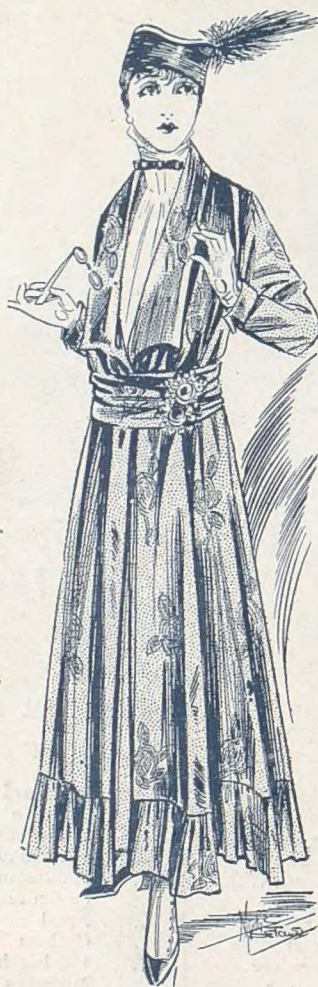
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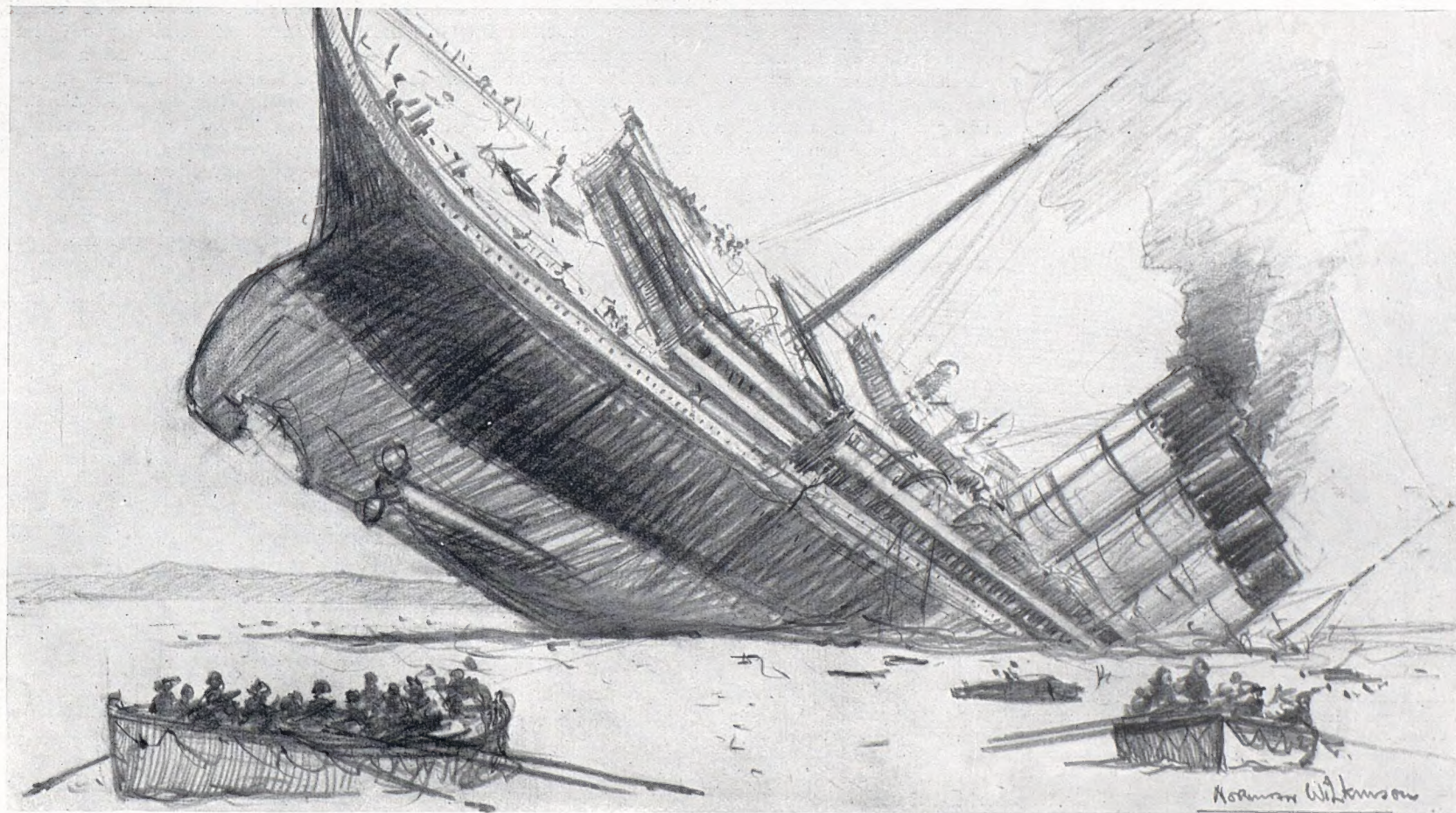
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The Illustrated War News.



THE CROWNING ACT OF GERMANY'S MURDEROUS PIRACY: THE SINKING OF THE "LUSITANIA"—THE GREAT CUNARD LINER'S FINAL PLUNGE.

DRAWN BY NORMAN WILKINSON FROM MATERIAL SUPPLIED TO HIM BY A SURVIVOR, MR. THOMAS K. TURPIN, OF VICTORIA, BRITISH COLUMBIA.

THE GREAT WAR.

THE sinking of the great Atlantic crack, the *Lusitania*, on Friday last by a German submarine, and the loss thereby of 1407 lives, has filled the entire world—save those portions inhabited by Germans, Austrians, and Ottomans—with cold horror. It is not, perhaps, the vilest and most terrible act the



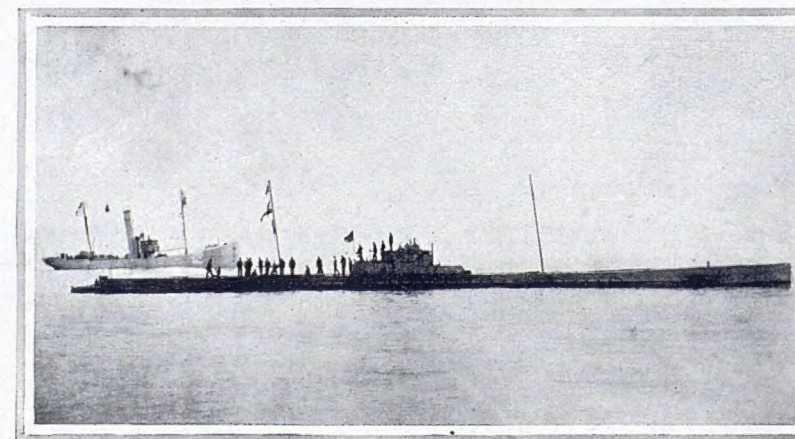
THE RESCUED CAPTAIN OF THE "LUSITANIA":
CAPTAIN WILLIAM TURNER.

Captain William Turner is a Liverpool man and in his sixtieth year. He began life as a deck-boy in a sailing-ship. Entering the Cunard service in 1878, he has commanded all the biggest ships of the line, including the new "Aquitania," which he recently quitted temporarily to give the "Lusitania's" regular captain, Captain Dow, a rest ashore. He holds the Royal Humane Society's medal and Transport medal.—[Photo, by C.N.]

their ports. Materially, it would have been of greater value to Germany to have sunk a grain-ship, or a cattle-boat, or an oil-tank or ammunition

carrier, than this liner; but, apparently, by doing this our enemy would not have gained their vile advertisement of ferocious and brutal slaughter of quite innocent women and children, as well as civilian men. Though the act has no bearing on military events, it will have, without doubt, a bearing on the attitude of the world towards the perpetrators of both this horror and the war. I imagine that it will kill the last spark of sympathy that any American felt towards Germany. The Americans, in spite of much said against them, have been endeavouring to hold a sane balance of neutrality between the belligerents since the beginning of the war. It has been a trying task, for it has been difficult for the combatants always to appreciate with justice their idea. Well, I imagine that task is finished. If America still considers it expedient to remain outside the arena of war, or if she comes into the war, as some think her previous pronouncements will force her to do—especially since the American oil-boat *Gulflight* has also been torpedoed—America can now feel nothing but the greatest abhorrence for this race insane with war-lust to assassination. That Germany warned the intending passengers of the *Lusitania* by

[Continued overleaf.]



PROBABLY THE TYPE OF CRAFT THAT SANK THE "LUSITANIA":
ONE OF THE NEWER BIG GERMAN SUBMARINES.

Owing to the distance from the nearest German base to the place where the "Lusitania" was sunk, a German submarine of the newer large type is likely to have been concerned. We show here one of these boats. They are of about 1000 tons displacement, and have a large armoured conning-tower, with oil-engines of 2000-h.p., and a surface-speed of eighteen or twenty knots, the high bows enabling them to face a rough sea. They carry four torpedo-tubes, firing 21·6-inch torpedoes of 7000 yards' range, with the tremendous explosive-charge of 250 lb. Tt. The two masts (hinged for lowering when under-water) are fitted for wireless, and the craft mounts three 14-pounder quick-firers.—[Photo, by Topical.]



WHERE SOME 1142 NON-COMBATANTS AND NEUTRALS WERE MURDERED BY A GERMAN SUBMARINE: THE SCENE JUST AFTER THE "LUSITANIA" SANK.

The "Lusitania" sank about twenty minutes after she was torpedoed, leaving the waters crowded with wreckage and people struggling for life. One survivor, who jumped out of the boat he was in because it was sinking, said, describing the scene: "I saw a number of people scrambling out of the boat I had just left, and in a short time it turned completely over. There was another boat very heavily laden,

some distance away, and a number of contrivances which appeared to be small rafts. Altogether I should think there were about ten or a dozen boats or rafts afloat. The steward and I floated about clasping our keg for at least an hour."—[Drawn by Norman Wilkinson from Material supplied to him by a Survivor, Mr. Thomas K. Turpin, of Victoria, British Columbia.]

advertisement and telegram and letter will have no meaning in America; the fact only adds the horror of premeditation to the act. America, as well as the world, knows by this hideous crime the true nature of the beast we are fighting. She will fully recognise that it is for the sanity, equity, and decency of the world that Germany, as the force she is to-day, must be exterminated. For ourselves, apart from our determination to square a terrible account with our enemy, we must not allow the horror of the deed to interfere with the work we have in hand. We have come to a trying and exacting period of the war, and Germany, who knows this from the emotions within her own heart, may have accomplished this calamity to distract and harass us at a time when distraction and harassment would be most telling. We must not let ourselves be affected in this way. We have now need for all our determination and clearness of faculty to bring this war to a final and just end.

It seems perfectly obvious that we are at the opening of a phase of events when we will have to nerve ourselves to a great deal of patience and to exercise a great deal of calmness and mental restraint. It will be a more trying period than that at the commencement of the war, or the weeks that followed, because with nine months of strain behind us we are inclined to view events with minds a little out of focus, and imaginations a little too quick to see gravity in episodes in themselves not of first importance. We have, for instance, shown a tendency to get more excited about the poisonous events of Ypres than we did about the exceedingly grave period of Mons, or of the exceedingly grave period of the Calais battle in October-November last.

We must not for a moment imagine that conditions are not grave, but we must not forget that they have always been grave, and that they will always be grave until we conquer an exceedingly well-found and powerful enemy.

We must not be startled because that enemy shows a spring resurgence of vigour, because we have every reason to know that we are ourselves capable of this reawakening of vigour, and that, in practical and logical fact, our reawakening should prove more powerful and protracted than the German effort. We can tap resources he cannot tap, for we are fighting on the outside circle and so have the whole world to choose from, while the German is not only confined to his own border-line, with a few outlets, but it seems likely that some of these outlets will be closed in the next week or so. We have suffered a great deal during the winter months, and we have apparently made no real progress; but Germany has probably suffered more, and they have made rather less progress than the Allies; for if they have made an advance near Ypres and have worked the Russians once more out of Prussia, points against them have been scored at Neuve Chapelle, in the Champagne, in Alsace, near Arras, and at other places in the West; while in the East the frontal attack against Warsaw

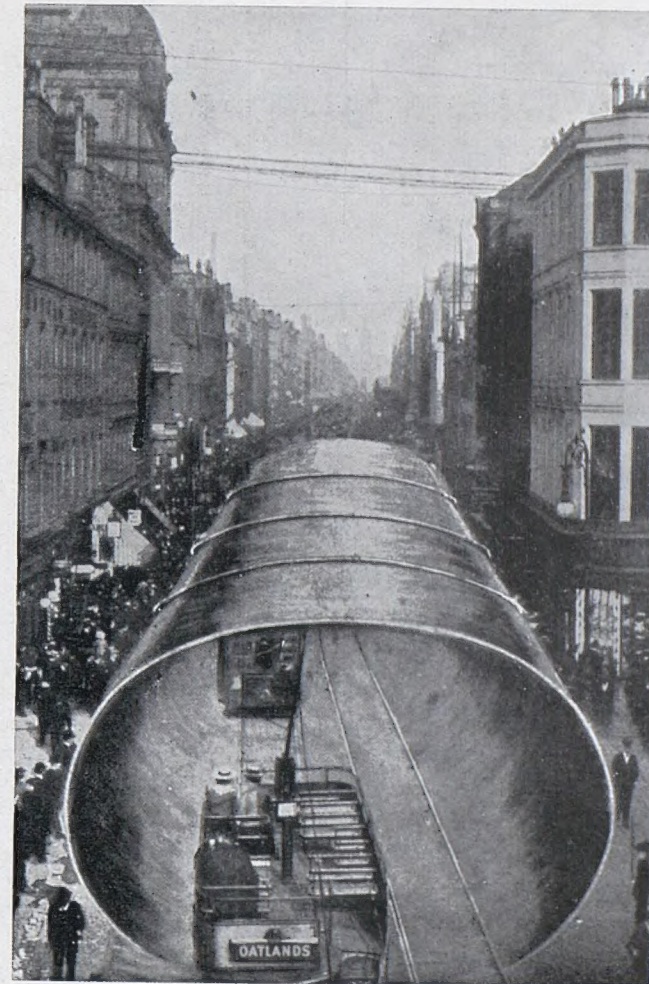
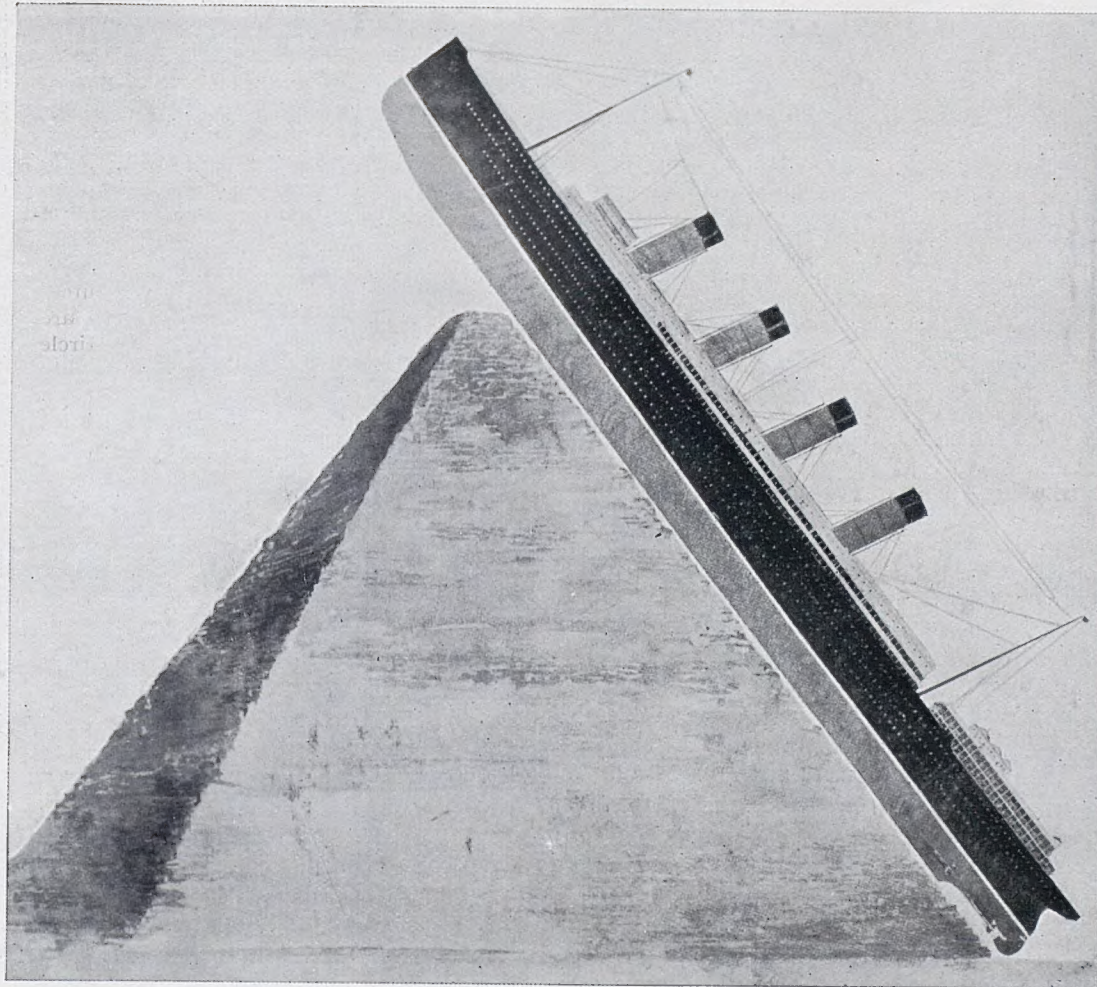
has broken down, the assault on the Niemen line has prove abortive, and Russia has advanced to the Carpathians, and has taken Przemysl, whatever victories the Germans are winning hereabouts now.

These points have to be made because there is an inclination to show astonishment at this abrupt reawakening of German activity. There is

[Continued overleaf.]



WHERE THE GERMANS ARE PRESSING CONTINUOUS ATTACKS IN FORCE WITH THE AID OF POISON GAS TO THE SOUTH-EAST OF YPRES: THE WOODED TRACT OF RISING GROUND OF WHICH HILL 60 FORMS THE KEY OF THE POSITION.



DWARFING THE GREAT PYRAMID: A DIAGRAM ILLUSTRATING THE SIZE OF THE "LUSITANIA."

The horror of the sinking of the Cunard liner may be gathered from her great size—in length, she dwarfed the Great Pyramid. She could carry 550 first-class passengers, 500 second-class, 1300 third-class, and a crew of about 800. Her length was 785 feet; breadth, 88 feet; depth, 60 feet 6 inches. Our second illustration shows one of the monster funnels of the "Lusitania" compared with and virtually

A FUNNEL FROM WHICH A LADY WAS EJECTED—IN A STREET.

blocking that fine thoroughfare, Argyle Street, Glasgow. A lady survivor who jumped into the sea was drawn by the suction into one of these funnels, and, a little later, a great rush of air forced her up to the surface of the sea, when, falling into one of the boats, her life was saved as by a miracle. Such are the extraordinary chances of a great disaster.

no need to experience astonishment at all. Germany is not going to remain passive along her lines, and neither are we. Germany has shown her considerable activity first; we can wait with patience for our own.

And, indeed, Germany has a ripe political reason for her military violence at this point. In spite of her arrogant attitude of not caring, she cares very much about the way Italian events are tending, and she is showing as much power in her hand as she is able, because of her anxiety. Something of her movement may be put down to spring, but most of it has political significance. Whether Italy (and after Italy, Roumania) has, or has not, passed the point when such activity can influence her, remains to be seen. At the present time of writing it appears that not all the Kaiser's forces and



THE SITUATION OF THE TERRITORIAL LEASEHOLDS AND CONCESSIONS NAMED IN JAPAN'S ULTIMATUM TO CHINA: JAPAN INSISTED ON CHINA ENTERING INTO IMMEDIATE NEGOTIATIONS AS TO THE FUTURE ADMINISTRATION AND CONTROL OF THESE, IN ORDER TO ENSURE THE STABILITY OF PEACE IN THE FAR EAST.

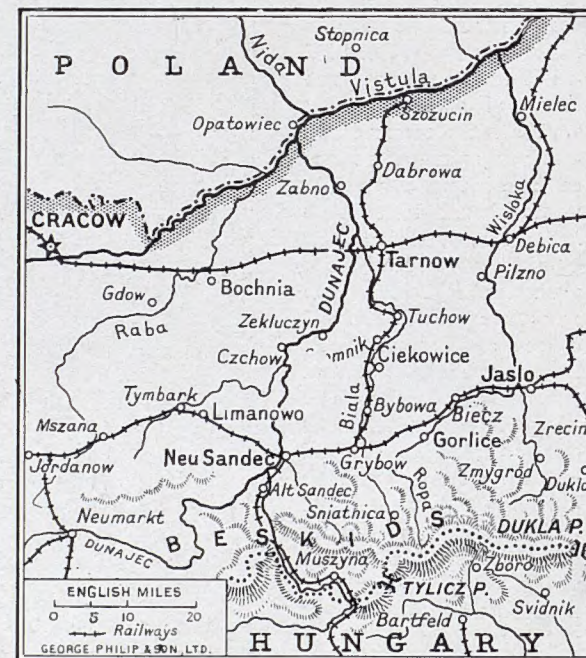
all his mendacious victories can make Italy neutral again. But of this we can say nothing until Rome itself has spoken.

The German gain against the Russians on the Dunajec, though rather less striking in actual fact than in Teutonic report, is yet unpleasant. The German thrust in this direction is a sound and soldierly piece of work, for if the German advance is carried forward with success, and their line taken with power and force across the Wisloka, the whole of the patient

and painful work of the winter campaign will be negated, and the Russians, with their line turned, will have to release their grip of the Carpathians. The Germans, after many glowing communiqués (some of which were officially discountenanced in Berlin) throughout the week, in which the Russian lines were described as overwhelmed and multitudes of prisoners taken, have made claim to have passed the Wisloka at several points, and to have put their hands on the Dukla Pass. If this is a fact, it is a grave fact. On the other hand, Russia, while admitting that her troops were severely tried by the heavy artillery fire, gives the extent of her retreat as far as her second line only, and affirms that her enemies suffered greatly from the defending shrapnel and rifle fire. At the present moment it is our duty to wait the full report of this fighting.

The Russians, though they must be outnumbered and outgunned on this sector of the front, will not yield their hard-gained ground without a very strenuous resistance, and it also seems possible that the Russian commanders could act with effect from Poland towards Cracow, and thus imperil the Austro-German left flank. The Russian line is always extremely flexible and resilient, and though the Germans have expended a great

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THE DUNAJEC VALLEY AND TARNOW, WHERE THE GERMANS CLAIMED TO HAVE ROUTED THE RUSSIANS, AND FOR WHICH "VICTORY" BERLIN WAS DECORATED WITH FLAGS: THE RUSSIANS DENIED DEFEAT—WHICH WOULD OUTFLANK AND PARALYZE THE CARPATHIAN OPERATIONS AND TEMPORARILY WRECK THE GALICIAN CAMPAIGN.



"DISGUISED" THE "LUSITANIA": PAINTING THE FUNNELS WAR-GRAY AT SEA.

In view of the "Lusitania" tragedy it is interesting to know that in the earliest days of the war, when the liner left New York on Tuesday, August 4, 1914, the ship's colour was changed, two days after leaving. A correspondent says: "Those of us who went on deck early on Thursday were surprised to find the ship's colour being changed. Some of the crew were suspended in what seemed, to landsmen,



"DISGUISED"—EARLY IN THE WAR: THE "LUSITANIA'S" BRIDGE WAR-GREYED.

most precarious positions round the four immense funnels, painting them war-grey, and the following day was occupied in transforming all the white paint of the bridge and fittings to the same hue." Before the Cunarder left New York, a large stock of grey paint was laid in for "disguising" her on the voyage. The undisguised ship is shown on page 9

deal of life and energy against it, they have done nothing that was not counter-moved at another portion of the long front. It must be understood, too, that the German attack is defensive rather than offensive, and that she has massed enormous numbers of troops here because she feels the threat against Austria—and, after Austria, herself—to be a real danger. At its worst, the gain will only put back the clock of advance; though after the splendid efforts of the Russians that is a melancholy and distasteful consideration. In the Baltic provinces, in North Poland, and in the Bukovina events are still indecisive; in the latter area they have made an advance and captured many prisoners. In the former the Germans claim to have captured the seaport of Libau, an event that may be likely, for the Russians admit the town's bombardment by the German fleet, which seemed to have lost a destroyer by mine. On the other hand, the Russians notify an advance south-west of Mitau to balance.

The West has been quieter this week. There has been much attacking and counter-attacking along the newly gained German line north of Ypres, with the success coming our way. Counter-assaults flung out by the Germans have been heavily beaten, in spite of the use of poisonous gas, and the German losses have been great. With gas the Germans have made an attack on Hill 60, and, thanks to their new weapon, they gained a footing. The British,

with vigorous counter-fighting, have turned them out of some of the positions they have taken, and are now busy turning them out of the remainder. The pressure on the St. Mihiel wedge has continued unabated. Advances have been scored in the Bois-le-Prêtre, and our Allies have placed themselves in an advantageous position in the Bois-de-Mortmare, from which the St. Mihiel communications with Thiéucourt may be dominated. In Alsace our Allies continue to push their advance along the Fecht in spite of German vigour.

Although nothing official has been published, it appears that our progress in the Gallipoli Peninsula is good. Some reports state that the battle-ships are beginning to overwhelm the defence of the Narrows fortifications, and that the land forces have occupied Krithia, near the end of the peninsula; these facts have yet to receive official status. On the sea, and in the west, the Admiralty make public the mining of the destroyer *Maori* off the Belgian coast. The *Crusader* endeavoured to rescue the men of the sinking vessel with her boats, but she was driven off by gunfire from the shore, and the crew of the *Maori*, together with the boats' crews of the *Crusader*—98 officers and

men in all—were taken prisoners to Zeebrugge. The loss of the *Maori* is balanced by the sinking of two German destroyers off the Dutch coast by our own flotillas late last week.

LONDON: MAY 10, 1915.



GALLANT CANADIANS WHO FOUGHT AT YPRES AND NEUVE CHAPELLE: OFFICERS OF THE ROYAL MONTREAL REGIMENT IN FRANCE.

From left to right are, sitting, in front: Capt. A. P. Holt, Adjut.; Lt. Grant, Lt. Quintal (wounded), Lt. Thompson (sitting behind), Lt. Des Rosiers, Lt. De Serres, Lt. J. F. Adams, Lt. H. Draper, Lt. Roy, Lt. McCuaig (signaller), Capt. H. B. Boyd, Medical (wounded); Second Row: Capt. Larkin, Lt. Whitehead (wounded), Lt.-Col. F. S. Meighen (O.C.), Lt.-Col. W. W. Burland (second in command), Major Hanson (wounded), Major Warminton, Lt. Brotherhood; Third Row: Lt. Williamson (killed), Capt. Cuny, Major Scott (Chaplain, C. of E.), Lt. Terroux, Major McCombe, Major Shaw, Major H. Barré (wounded), Capt. Steacie (killed), Capt. Sylvestre (Chaplain, R.C.), Major Ranger; Back Row: Capt. Frost, Lt. Knubley (wounded), Lt. Porteous, Lt. W. D. Adams, Capt. and Quartermaster H. H. Smith (wounded).—[Photo. by Courtesy of the "Montreal Star."]

W. DOUGLAS NEWTON.



SUNK BY A GERMAN SUBMARINE'S TORPEDO OFF THE IRISH COAST WITH THE LOSS OF MANY BRITISH AND AMERICANS: THE "LUSITANIA."

The great Cunard liner "Lusitania" was torpedoed and sunk by a German submarine, or submarines, on May 7 off Kinsale, on the south coast of Ireland, while homeward bound from New York to Liverpool. There were nearly 2000 on board, including passengers and crew, and many lives were lost. Among the passengers were a number of well-known people, British and American. A week before the outrage

the German Embassy in Washington advertised in the American Press a general warning to travellers by ships in British waters, and it is said that many of the "Lusitania's" passengers were warned personally. Built in 1906, at Clydebank, the ship was 785 feet long, with a gross tonnage of 40,000. She appears on the opposite page in her "war-paint."—[Photo. by Photopress.]



MEN WHO ARE FIGHTING IN THE GALLIPOLI PENINSULA AND THE DARDANELLES: AUSTRALIAN AND FRENCH SOLDIERS AND BRITISH NAVAL AIRMEN.
The Australians and New Zealanders are fighting splendidly in the Gallipoli Peninsula. They landed at Gaba Tepe, thirteen miles up the western coast, the rest of the British at Sedd-el-Bahr, and the French at Kum Kale. The French, after fulfilling their task there, crossed to the European side. Our photographs show: (1) A British seaplane, with pilot and observer, descended after reconnoitring over the Gallipoli Peninsula; (2) Australian troops in the Suez Canal; (3) A group of French officers at Cairo: including General d'Amade, Commander-in-Chief of the French Dardanelles force (centre), Colonel Maucorps, Chief of the French Military Mission in Egypt (left), and Lieut.-Colonel Descoins, Chief of Staff (right); (4) Australians and French fraternising.—[Photo. No. 3 by St Stephen's Intelligence Bureau; 4, by Wyndham.]



"LIZZIE" FIGHTING: THE "QUEEN ELIZABETH" IN ACTION IN THE DARDANELLES.
 "Lizzie," or "Q. E.," as the "Queen Elizabeth" is also known in the Fleet, took part in the opening battle on the Gallipoli peninsula immediately after the landing. To beat down the Turkish guns, we are told, "seven war-ships moved in close to the shore while the 'Queen Elizabeth,' farther out, acted as a kind of chaperon." "Q. E." decimated the Turks with shrapnel, projectiles containing 20,000 bullets apiece.



WATCHING THE DARDANELLES BOMBARDMENT: ABOARD A BRITISH BATTLE-SHIP.
 For the men of the Allied Fleet in the Dardanelles, when not themselves taking active part in the firing on the Turkish forts, the bombardment affords quite a theatre-spectacle. The forecastles and upper decks along the sides, barbettes, and superstructure in every vessel, battle-ship, cruiser, or destroyer are crowded with fascinated gazers, watching and marking the shots, and breaking into cheers at every hit.



THE GERMANISATION OF THE TURKISH ARMY BY VON DER GOLTZ: SAMPLES OF THE OFFICERS' TRAINING CORPS UNDER INSTRUCTION.

Turkey, it is interesting to record, possesses an O.T.C.—an Officers' Training Corps. The Turkish O.T.C. owes its establishment to the Germanisation of the Turkish Army initiated on the Potsdam model at the instance of Marshal von der Goltz during his original period of employment as organiser of the Sultan's forces eleven years ago. One of its products is Enver Pasha, now Minister of War and arch-plotter in

dragging Turkey into the present war, who was picked out to represent the Turkish Army and complete his studies in Berlin. Photograph No. 1 shows a Turkish O.T.C. class at a demonstration with the Mauser rifle. No. 2 shows a class at infantry drill under arms; No. 3 is a class under field service instruction making tent-pegs. No. 4 is a class in a transport on the Bosphorus going to one of the forts.



MUSIC IN THE DARDANELLES BEFORE THE GREAT LANDING: A CONCERT GIVEN ON BOARD ONE OF HIS MAJESTY'S BATTLE-SHIPS.

Nothing in life is so full of contrasts as war. A famous correspondent pictures for stay-at-homes a battle-ship in the Dardanelles, before and in action. "The prospects of a fight," he says, "had a cheering effect on everyone on board. . . . Your normal life continues right up to the psychological moment when the bugle sounds the call to 'Action Stations.'" Our photograph shows a concert on

a battle-ship, the deck cleared for action, all on board enjoying inspiring strains which add to the superb coolness and courage with which our men in the Navy face action which may mean triumph or disaster. The music of the band in time yields place to the "eternal Gregorian chant of 'Foretop to Y Battery,' 'Foretop to X Battery,'" but the coolness and the courage remain.



BRINGING IN THE DEAD AFTER BATTLE: CAUCASIAN CAVALRY IN A BLIZZARD.

This sketch, Mr. Seppings-Wright explains, shows how the Caucasian cavalry bring back their dead after a battle. The bodies are collected in the manner shown, each horseman riding back with one placed across his horse in front of him. There is a distinction between the Mohammedan tribes of the Caucasus and the Cossacks.—[Drawn by H. C. Seppings-Wright, Special Artist with the Russians.]

A FRATERNAL FAREWELL BEFORE BATTLE: "JUST A KISS AND A HAND-GRIP."

Mr. Seppings-Wright, the Special Artist of the "Illustrated London News" with the Russians, whose drawings of the fall of Przemyśl attracted so much attention, records here a poignant "touch of nature" in the Carpathian snows. The drawing, from Galicia, shows the farewell kiss of two brothers in the Russian cavalry before going into action.—[Drawn by H. C. Seppings-Wright, Special Artist with the Russians.]



AN ANXIOUS MINUTE FOR THE KAISER: JUST AS AN AEROPLANE WAS SIGHTED.
The Kaiser has had the personal experience more than once of having his headquarters beaten up by hostile aeroplanes. In one place, in a small town in Northern France, bombs were dropped on the building where the War Lord had his residence, but, as it happened by the merest chance, just a few minutes after the Kaiser had quitted the building and gone to the other end of the town to inspect



AN ANXIOUS MINUTE FOR THE KAISER: THE HOSTILE AIRCRAFT NEARING OVERHEAD.
some troops. On another day the airman reached the Kaiser's prospective halting-place just an hour too soon. We see here the War Lord interrupted in the course of a Staff discussion in the open air, while examining maps of a battlefield near the Franco-Belgian frontier, by the sudden advent of a reconnoitring hostile aviator.—[Photo. by Photopress.]



DESECRATED BY SHELL-FIRE: A DAMAGED CALVARY AT RAMSCAPPELLE.

This photograph of a wayside Calvary at Ramscapelle, a Belgian village near Nieuport which has suffered heavily from the ravages of war, is in striking contrast to the other one on this page. The fact that both the Cross and the fallen figure of Christ appear to be intact suggests that the latter may have been cut down rather than shot down by shell or bullet; but this is not likely.



NOT HIT, BY CHANCE: A CALVARY THAT SURVIVED AT NEUVE CHAPELLE.

It might well have been thought that no structure would survive intact the terrific bombardment of Neuve Chapelle, which laid the village in ruins. Yet, as "Eye-Witness" wrote: "The sole thing in the cemetery that has escaped damage is a wooden crucifix still erect amid the medley of overturned graves. There is another large crucifix still standing at the cross-roads at the north end of the village."



EN AVANT! FRENCH TROOPS LEAVING THEIR TRENCHES
FOR AN ASSAULT.—[DRAWN BY LUCIEN JONAS.]



THE STRONG MAN OF FRANCE AND HIS TROOPS: AN INSPECTION
BY GENERAL JOFFRE.—[PHOTOGRAPH BY S. D'A.]



PREY FROM THE AIR: AUSTRIAN UHLANS GALLOPING TO CUT OFF A RUSSIAN AEROPLANE COMPELLED TO COME DOWN.

This is a drawing reproduced from a Leipsic paper, and purports to be a sketch by a German war-artist with the Austrian Army in the Bukovina (to the south-east of the Carpathians towards the Roumanian frontier of Hungary) of an incident that, of course, may very well have happened in that quarter. Several similar incidents have been reported in officers' letters from Northern France and Flanders. A recon-

noitring patrol of Austrian Uhlans is seen following up a Russian aeroplane which is palpably in difficulties and is coming to ground in the neighbourhood at a distance beyond its own lines. The Austrian Uhlans, it may be added, differ from the Uhlans of Germany in that they are really only lancers in dress and in name. All the regiments discarded lances some years ago, in 1885.



BY THE RIVER DUNAJEC: A GERMAN TRENCH IN GALICIA.

This drawing, from a German paper, is of particular interest in view of the recent reports from Berlin claiming a great victory over the Russians in Western Galicia. It shows troops of the enemy in a trench by the River Dunajec, near which much fighting took place. The man on the right is preparing the fuse of a grenade to be fixed to his comrade's rifle.



ON A GERMAN WAR TRAIN: THE ENEMY'S MOBILITY BY RAIL.

The Germans have derived much advantage on both fronts from their elaborate system of railways, organised long ago in peace with a view to war, and enabling them to move troops rapidly from point to point. Trains, both armoured and otherwise, have played an important part in all the operations. This drawing is from a German paper, which calls it "Full steam ahead in the enemy's country."



OUTSIDE HIS "CHIMBEQUE" (CHIEF'S HOUSE): A JOVIAL BELGIAN OFFICER WITH CONGO CAMPAIGNING EXPERIENCE
MAKES LIGHT OF FLANDERS MUD.—[DRAWN BY ALFRED BASTIEN.]



FOUR-FOOTED HEROES OF THE GREAT WAR: BELGIAN ARTILLERY HORSES THAT SUFFER HARDSHIP
AND WOUNDS WITH PATIENT ENDURANCE.—[DRAWN BY ALFRED BASTIEN.]

Little Lives of Great Men.

XVII.—COMMODORE TYRWHITT.

COMMODORE Reginald Yorke Tyrwhitt, who has taken part in all the important North Sea actions of the war, is the Commander of the Destroyer Flotillas of the First Fleet, a post he has held since December 1913. Commodore Tyrwhitt, who is forty-four years of age, entered the Navy in 1883, and has had a large experience of destroyer work. From 1908 to 1910 he was Captain of the Fourth Flotilla, and in 1912 he was appointed to command the Second Destroyer Flotilla. As a Lieutenant on board the *Cleopatra*, he landed at Bluefields, Nicaragua, in order to protect the inhabitants during a native disturbance, but he had not seen active service before last August. It fell to him to report the first naval action of the war, the sinking of the *Königin Luise*, and he came into prominent notice during the Battle of the Bight on Aug. 27. In that affair his handling of the *Arethusa* won him a place in history. The *Arethusa* is the first of twenty light cruisers built by the present Board of Admiralty, and in her maiden fight the new vessel justified her existence to the full. She had been in commission only forty-eight hours when she went into action under Tyrwhitt. Leading the line of the destroyers, the *Arethusa* sank three German cruisers and at least two destroyers. For thirty-five minutes she was sharply engaged at 3000 yards' range, and, although seriously damaged, drove off two German cruisers, one of which was badly mauled. Later in the day she helped to sink the *Mainz*.



COMMANDER OF THE DESTROYERS: COMMODORE REGINALD
YORKE TYRWHITT, C.B.

Photograph by Heath, Plymouth.

Seriously damaged herself and with her speed reduced to ten knots, she nevertheless managed to crawl back under her own steam to Chatham for repairs. As far as the *Nore* she submitted to be towed, but meanwhile her engineers had temporarily got the engines into some sort of order, and the victorious vessel came back to port unaided. In reporting the action, Rear-Admiral Christian remarked that Commodore Tyrwhitt's attack was "delivered with great skill and gallantry," and the conduct of all concerned was "worthy of the best traditions of the British Navy." Commodore Tyrwhitt, in his own despatch, paid a generous tribute to Captain Blunt and the other commanders concerned, "whose gallant attacks on the German cruisers at critical moments undoubtedly saved the *Arethusa* from more severe punishment and possible capture." In commemoration of the *Arethusa*'s exploit, Mr. Churchill caused a brass plate, engraved with a stanza of the famous old ballad of the *Arethusa*, which has come down from Nelson's days, to be fixed on the vessel. The inscription bears also a record of the fight. In recognition of his own services on the occasion, Commodore Tyrwhitt was created a Companion of the Order of the Bath. Since the action off Heligoland he has been continually at sea cruising with the destroyer flotillas, and bearing perhaps the largest share in the sentinel duties of the Navy in the North Sea. On Jan. 24 the *Arethusa* and her Captain were again engaged, this time in an action of even greater importance—the first fight between Dreadnought-cruisers.



BARRELS FILLED WITH SAND AND PEBBLES AS SHIELDS FOR ADVANCING TROOPS: AUSTRIAN SOLDIERS USING A NEW FORM OF COVER.

Various devices have been used by the Armies engaged in the war to protect infantry when advancing over open ground which presents few natural features that can be used as cover. The need for such devices is, of course, the fact that modern rifles and machine-guns make an advance of infantry against them in the open impossible without great sacrifices of men. The troops in the drawing, which is from

an enemy paper, are seen rolling before them barrels filled with sand and pebbles, behind which they fire. A somewhat similar method adopted by the French, with sand-bags instead of barrels, was illustrated in our issue of March 24, as also was the more elaborate armoured trench-shield employed by the Germans. These are loopholed for rifle-fire, and behind them the men also dig trenches.



"I DIE WITH MY SHIP. VIVE LA FRANCE!" THE FRENCH CRUISER "LÉON GAMBETTA," TORPEDOED IN OTRANTO STRAITS, GOING DOWN



GOING DOWN WITH HER GALLANT COMMANDER ON THE BRIDGE AND ALL THE OFFICERS AT THEIR POSTS.—[FROM THE PAINTING BY PAUL LÉVERÉ.]



READY FOR THE GERMAN NAVY! TYPICAL PROJECTILES AND AMMUNITION IN THE SHIP-MAGAZINES OF THE BRITISH FLEET.

From left to right: No. 1 is a 13.5-inch gun's charge, 187 lb. cordite; No. 2, 12-inch gun's 850 lb. projectile; No. 3, Its charge, 211 lb.; No. 4, 9.2-inch gun's 380 lb. projectile; No. 5, Its charge, 103 lb.; No. 6, 7.5-inch gun's 300 lb. projectile; No. 7, Its charge, 77½ lb.; No. 8, 6-inch gun's 100 lb. projectile; No. 9, Its charge, 29 lb.; No. 10, 5-inch gun's 50 lb. projectile; No. 11, Its charge; No. 12, 4.7-inch gun's 45 lb. projectile; No. 13, Its cartridge; No. 14, 4.25-pdr. projectile; No. 15, Its cartridge; No. 16, 12-pdr. projectile; No. 17, Its charge; No. 18, 12-pdr. case shot; No. 19, 8 cwt. 12-pdr. charge; No. 20, 6-pdr. cartridge; No. 21, 3-pdr. cartridge; No. 22, 1½-pdr. cartridge (fixed); No. 23, 1-pdr. (electric); Nos. 24, 25, and 26, Ammunition for .45, .303 rifle, and Morris tubes.—[Cribb.]



THE COMMERCE-DESTROYING GERMAN SUBMARINE'S DISAPPEARING GUN: A WEAPON WHICH APPEARS AND DISAPPEARS WITH ITS TWO OPERATORS.

Concerning this illustration, the "Scientific American" says: "We are able to illustrate, from a reliable source, the housing gun and mount which is said to be identical with that employed by the Germans in their very latest and largest 'U' boats. . . . The arrangement shelters the gun-crews from aerial attack. The particular installation which we are able to show is that for a quick-firing 14-pounder. . . .

The gun, with its superposed recoil-cylinder and sheltering hood, is mounted upon a revolving pedestal provided with seats for two operators. . . . The gun-hood is really the hatch-cover . . . The gun-pointers take their positions when the elevator is lowered, and rise with the weapon when the hatch-cover lifts and the gun is cleared for action."—[By Courtesy of the "Scientific American."]



DID IT PROPHECY THE GREAT WAR? THE LAKE OF BLOOD, NEAR LUCERNE, WHICH REDDENED
IN 1910, FOR THE FIRST TIME FOR FORTY YEARS.—[PHOTOGRAPH BY KRENN.]



A ROAR AND A FLASH IN THE DARKNESS: AN ARTIST'S IMPRESSION OF THE FIRING OF A FRENCH
HEAVY GUN BY NIGHT.—[DRAWN BY PAUL JOUVE.]

HOW IT WORKS: XVII.—FIELD-SERVICE FILTERS.

THE use of impure water is a fertile source of epidemics, and must be avoided at all cost. Various devices are therefore employed by troops in the field to purify, and so render useful, whatever water may be available. Impurities are held in water either in suspension or solution. The first of these may generally be removed by filtration. The second have to be dealt with by the addition of substances which combine chemically with the dangerous matter, the combination forming other substances not dangerous. Clear water may be obtained from a muddy river by digging a storage-tank at a distance from the river, with which the tank is connected by means of a trough filled with fine sand. The water as it percolates through into the tank leaves its deposit in the sand.

A similar type of filter, more effective in action, but of a smaller capacity, may be constructed from two barrels or casks, the larger cask having a perforated bottom. Having been placed in the stream so that its upper edge is above the surface of the water, the bottom of the cask is covered with a layer of coarse gravel. Upon this a layer of charcoal is deposited, and upon that again a layer of fine sand or gravel. The smaller barrel is now placed inside the larger one with its bottom resting on the fine sand. Lastly, a number of holes are bored in the upper part of the sides of the smaller barrel. The water enters the large barrel through the holes in its bottom and, passing upwards through the gravel, charcoal and fine sand, finds its way into the small barrel, where it will be found to be in a comparatively pure state.

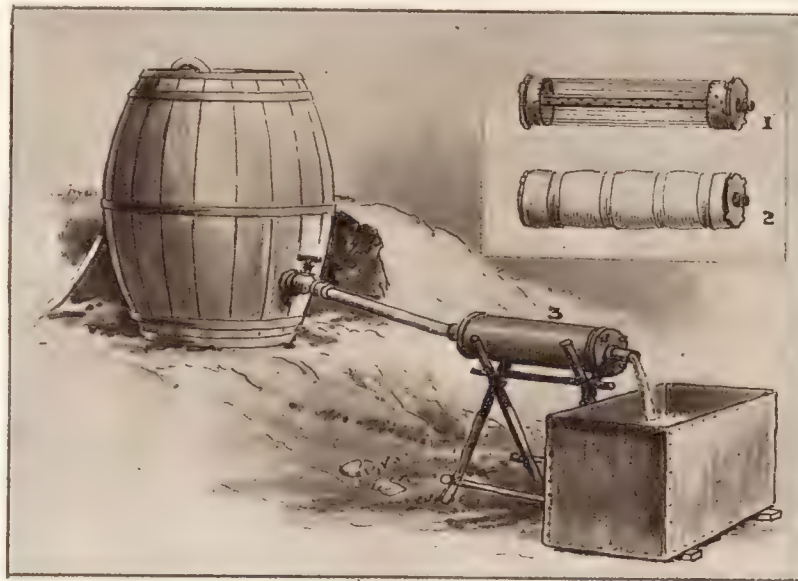
A large quantity of water may be clarified in a short time by means of an improvised filter consisting of a blanket or cloth stretched over a rough framework of poles. In emergency, lances, or even rifles, may be utilised, being covered with a layer of wood ashes from a camp-fire, or, indeed,

with fine sand only. When sand, however, is used as a filtering medium, special care must be taken to ensure that it contains no injurious germs. To make certain on this point, the sand should be heated to a high temperature before being used. Charcoal, when obtainable, is better than sand, as it is of itself a purifying agent.

To convert wood or peat into charcoal a pit is dug in the ground and a fire is made in it, wood or peat being added until the pit is almost full. As the fuel burns and the embers sink down, additional fuel is piled on, finally raising the heap of ashes above the ground level. A thick layer of earth is then spread over the top, so as to exclude all air and cause the fire inside to die out before complete combustion is effected.

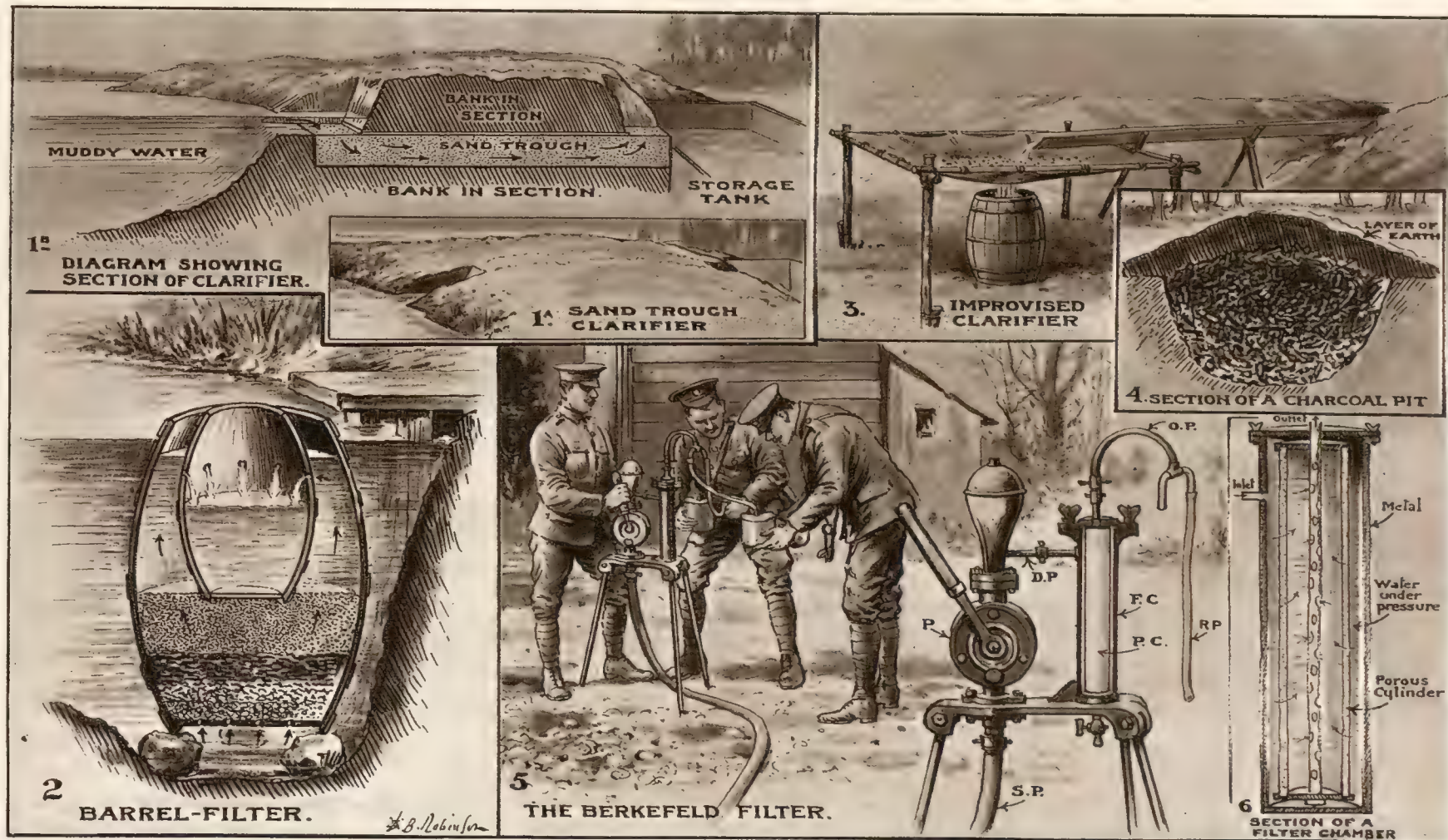
The Berkefeld Filter is a convenient form of portable filter combined with a lift-pump. Its action is as follows: A semi-rotary pump (*P*) draws water from the more or less contaminated supply by way of its suction-pipe (*S P*) and delivers it to a filter-chamber (*F C*) by the delivery-pipe *D P*. The filter-chamber is provided with a porcelain cylinder (*P C*), the bottom of which (in the diagram the outer case is broken away to show *P C*) is closed while the interior is in communication at the top end with the outlet-pipe (*O P*). The water is forced into the filter-chamber (see additional Fig. 6) by the action of the pump, and finding no other outlet, passes through the pores of the porcelain cylinder, and thence in a purified state through the outlet-pipe (*O P*), the impurities having been arrested

in the pores of the porcelain cylinder. A tap is provided at the bottom of the filter-chamber in order that a stream of water may be pumped through the filter-chamber to wash the exterior of the porcelain cylinder without passing through it. The cylinder, further, may be entirely removed by way of the lid at the top of the filter-chamber. The outlet-pipe is usually provided with a Y piece fitted with two nozzles to which rubber pipes (*R P*) may be attached for the filling of water-bottles.



FOR PROVIDING AN EVER-READY SUPPLY OF PURIFIED WATER IN CAMP: BARREL RESERVOIR WITH PIPE-SYPHON LED FROM THE SOURCE AND FLANNELETTE STRAINER.

(1) Strong wire cage with perforated central tube. (2) The wire cage with flannelette of good quality fastened round it. (3) Metal container within which the covered wire cage is placed.



HOW IT WORKS: PURIFICATION OF WATER—MAKESHIFT CLARIFIERS AND PORTABLE FILTER.

In a previous number methods employed in the field for providing and storing water for the troops were explained. Appliances which are in existence, or can be readily constructed from materials always available, for the ensuring of the purification of the water obtained, are dealt with in the present number. The imperative necessity of thoroughly efficient filtration, in particular in regard to water for drinking

and culinary purposes, goes without saying. The diagrams above and the working of the filters are explained opposite. Diagrams 1, to 4 show the construction of a type of field-filter readily made and practicable anywhere, the materials for which are always ready to hand with an army column, or in any camp. Nos. 5 and 6 show the mechanical apparatus of a portable filter the Army is using



THE RECAPTURE OF VERMELLES BY THE FRENCH: A GALLANT BAYONET-CHARGE ON THE FIRST GERMAN BARRICADE
AT THE ENTRANCE TO THE VILLAGE.—[WATER-COLOUR BY GEORGES SCOTT.]



WITH THE HEROIC MINE-SWEEPERS OF THE NORTH SEA: A GERMAN "DEATH EGG" MINE DESTROYED BY A RIFLE-SHOT.

We see here the blowing up of a German mine brought to the surface by a mine-sweeper. The mines are generally destroyed by rifle-fire at from a hundred to two hundred yards' range—it is not safe to be within a hundred yards of the explosion. In the present case, a lucky shot has hit one of the detonating spikes, or horns, studding the upper part of the mine. German mines are mostly egg-shaped—

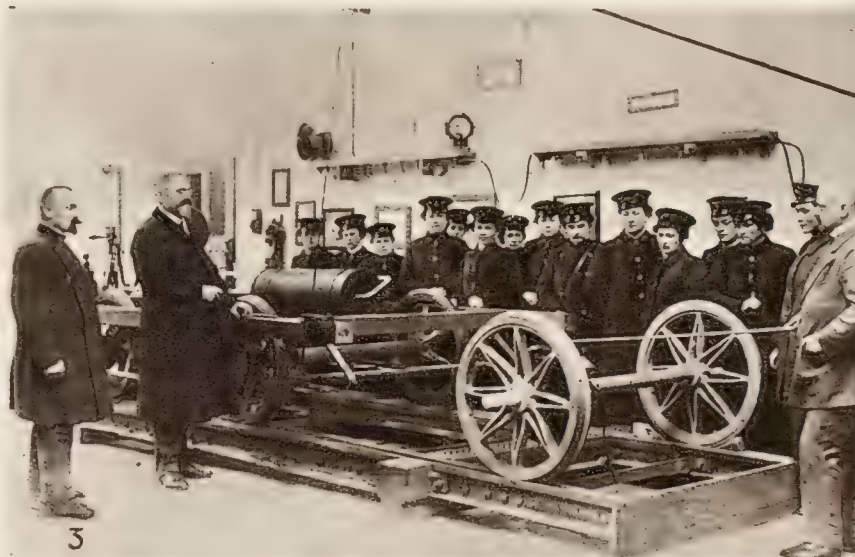
"Death-Eggs" is their common name—with the broader end, meant to remain uppermost, bristling with detonating strikers. The thin metal casing can be riddled with bullets and the mine scuttled in that way, but it needs many rifle bullet-holes to admit sufficient water, owing to the small aperture, hardly bigger than the thickness of a pencil, that the regulation 303 rifle projectile makes.—[Photo. by Illus. Bureau.]



THE MOTOR RED CROSS AT SEA: A BRITISH AMBULANCE-BARGE BRINGING IN WOUNDED AND OTHER SURVIVORS AFTER A NAVAL ACTION.

The vessel towing is a motor-barge taken over by the Government. These have a large, shallow hold, which is floored out and arranged with stretchers, etc. The shallowness of the hold, and its nearness to the deck, make it easier to transfer the wounded with a minimum of pain. The vessels are in charge of their normal crews of two men and an engineer; with a stretcher party or working party,

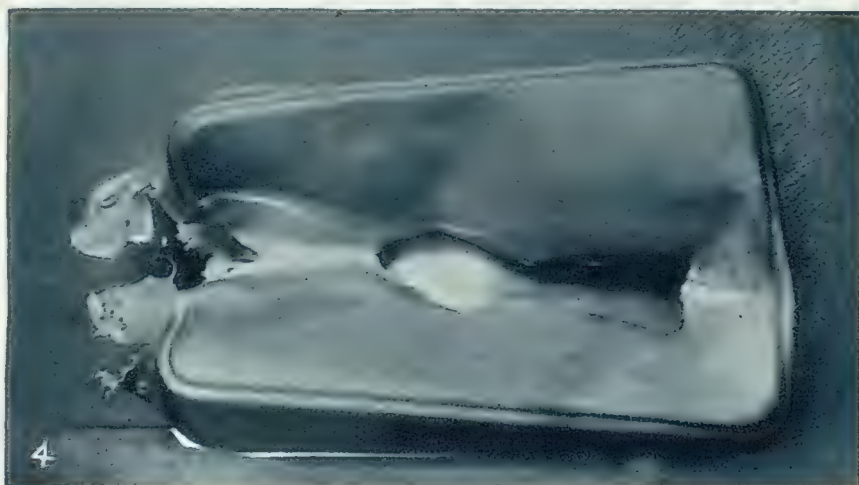
medical officers, nurses, etc. The boats towing astern are large Admiralty rowing-launches, which are open boats, with seats, upon which the survivors may sit if not badly wounded; or stretchers can be laid across and the wounded properly cared for. The boat in the foreground is an ordinary motor-yacht, also under Naval service.



CAVALRY EMPLOYED IN GERMAN TRENCHES; AND WOMEN REPLACING MEN IN BERLIN AND BOY SCOUTS AT OUR WAR OFFICE.

The first two photographs given above were by a Belgian officer taken prisoner by the Germans; he afterwards escaped by killing a sentry, and swimming across the Yser. Running great risk of being recaptured, he reached the French lines. Photograph No. 1, showing German dragoons marching to the trenches, is interesting as evidence that the German Army, like others, is employing cavalry for trench

work. Photograph No. 2 shows German soldiers in their trenches. No. 3 shows German women tram-conductors, of Berlin, being instructed in the mechanism of electric trams. No. 4 shows girl-messengers now employed by the War Office, in place of Boy Scouts. They wear dark-brown uniforms with gold crown badges.—[Photos. Nos. 1, 2, and 4, by Illustrations Bureau; No. 3 by Photopress.]



WAR "SNAPS": PASSING THROUGH A BOAT-BRIDGE; THE TURKISH TORPEDO-BOAT WHICH ATTACKED A BRITISH TRANSPORT; A LIFE-SAVING GIFT.

Photograph No. 1 has to do with the Mesopotamia campaign and shows a cruiser passing through the boat-bridge (opened for the purpose) at Kurna, where the Euphrates and Tigris meet. Kurna was the scene of fighting on April 11 when the Turks damaged the bridge with a floating mine. No. 2 is the Turkish torpedo-boat "Demir Hissar," which attempted to sink the British transport "Manitou" in

the Aegean on April 17, and was driven ashore, as shown, in Kalamuti Bay on the Greek island of Chios, where she was interned. Nos. 3 and 4 show a "Princess Mary's Christmas Box" which saved the life of Sergeant Castle, of the Wiltshires. The bullet struck the back and exploded at one end. The Princess states that her boxes have saved the lives of about thirty."—[Photos. by S. and G. and C.N.]



BRITISH PRISONERS OF WAR IN GERMANY: CAPTURED SOLDIERS ENGAGED IN PHYSICAL EXERCISES AT A GERMAN DETENTION CAMP

Much has been said as to the lot of British prisoners in Germany, and many have undoubtedly been grossly ill-treated, especially on the journey to their place of incarceration. Lord Kitchener said in the House of Lords: "I have been forced to accept as incontestably true the maltreatment by the German Army of British prisoners." He was able to say, however, that "the treatment in the detention camps

in Germany has varied considerably according to the locality. Our men in most cases have suffered from want of food . . . and many acts of violence have been complained of. Latterly, however, there does appear to be a slight improvement in some respects, due, perhaps, to the visits of inspection which have been made from time to time through the American Ambassador."— *Photo. by Spurr and General*



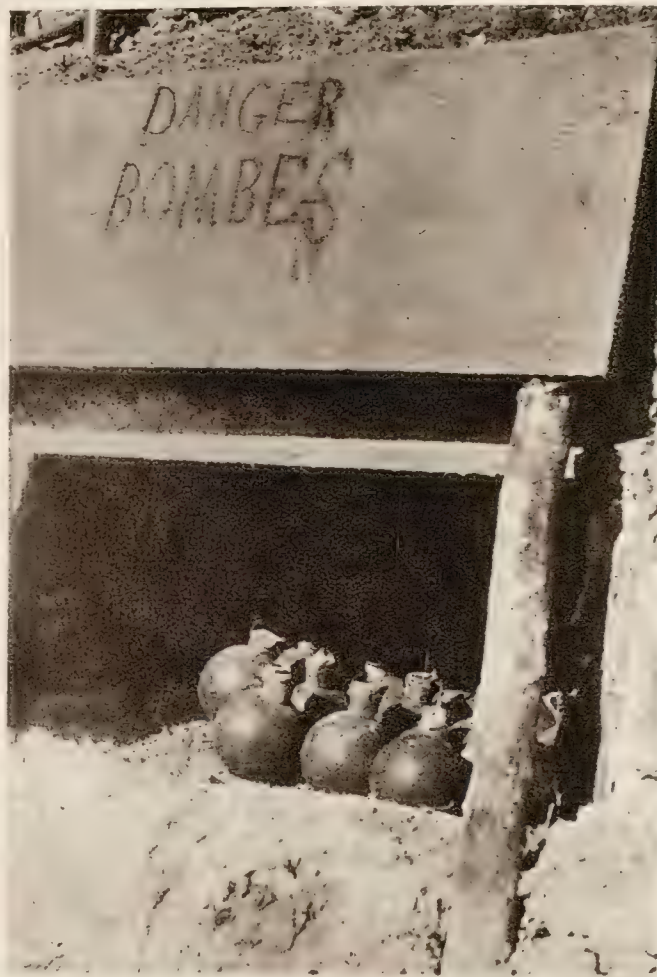
A GERMAN AEROPLANE CAPTURED: INTERROGATING THE PILOT AND OBSERVER.

These photographs illustrate the capture of a German biplane, with its two occupants, by French troops. That on the left shows the first interrogatory of the wounded pilot and the observer, while in the other a French Major of the medical service is seen attending to the German pilot's wound—a fractured fibula (outer bone of the leg) which he had bandaged himself with a handkerchief. He was a pupil officer.



TREATING THE PILOT'S WOUND: A FRENCH RED CROSS OFFICER AT WORK.

The observer (seen just to the left of the pilot in the left-hand photograph) was a Lieutenant, and, as the French account of the incident puts it, *à la physionomie antipathique* (of a repugnant countenance). "He showed himself so insolent and so violent towards our officers," the account continues, "that it was found necessary to tie his hands together in order to conduct him to the rear."



MUCH USED AGAINST ENTRENCHED TROOPS: FRENCH GRENADES.
Grenades are much used in the war, both for throwing from trench to trench when the opposing lines are close together, and in leading an infantry attack. They are of many different kinds and sizes, some shaped like a Leyden jar, others like a rocket on a stick.—[Photo. Illus. Bureau.]



ENTRENCHED TROOPS PROTECTED AGAINST GRENADES: FRENCH SOLDIERS UNDER WIRE NETTING.
The photograph here reproduced illustrates an ingenious French method of affording protection to the men in the trenches against bombs and hand-grenades. Wire netting, it will be seen, has been stretched across the roof of the trench attached to wooden supports. The netting would not, of course, keep out shells, but it serves to prevent the smaller missiles from reaching the floor of the trench. The photograph was taken during a rest for coffee, pipes, and newspapers.



LETTERS FOR THE FRONT: A CAIRO LETTER-WRITER AT WORK.

This public letter-writer, and the women for whom he is writing, show that human nature is much the same to-day as it was in the days of the Pharaohs, and also that the veiled women of the East still seek the help of the letter-writer in the Cairene street to send messages to their men-folk fighting in the Egyptian Army, side by side with the British, against the common enemy.—[Photo. by L.N.A.]



LETTERS AT THE FRONT: TYPE-SETTING FOR A TRENCH-NEWSPAPER.

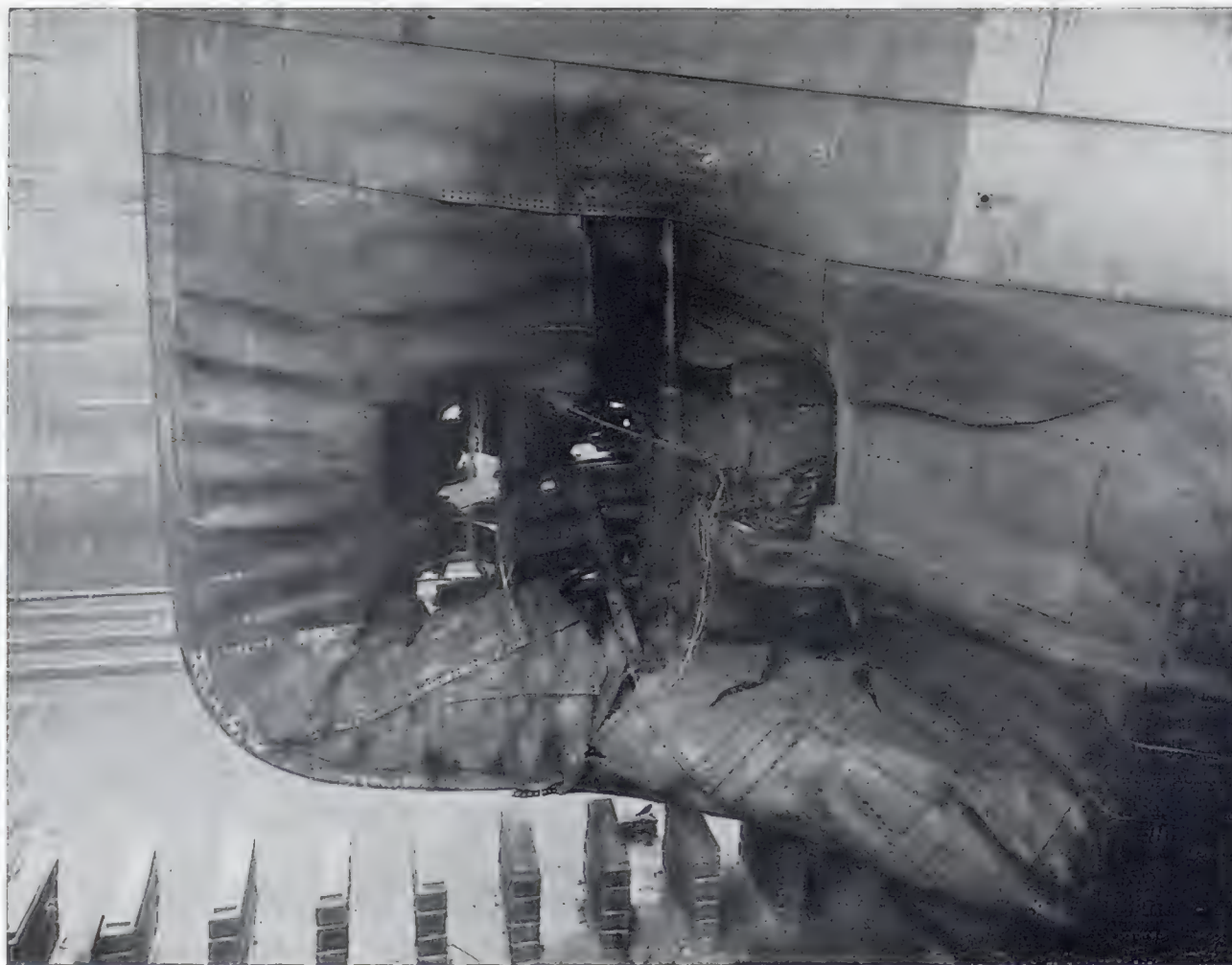
In contrast to the centuries-old letter-writer, we illustrate a very modest but very modern printing office in the German trenches. A daily newspaper is shown being "set up"—filled, no doubt, with the gossip of the moment, and probably jokes; for the man at the front, on both sides, "jests at scars," even though it cannot be said of him that he "never felt a wound."—[Photo. by E.N.A.]



CRAFT WHICH BROUGHT ASHORE SOME OF THE SURVIVORS OF THE "LUSITANIA": FIVE OF THE SHIP'S LIFE-BOATS IN QUEENSTOWN HARBOUR.

Accounts by survivors of the "Lusitania" have varied considerably as to the handling of the ship's boats at the time of the disaster. There was evidently great difficulty in launching the boats, owing to the sudden and heavy listing of the vessel after she was struck. Even when they had been successfully launched, the boats were not free from danger. In one case, according to a survivor's story, a

boat was launched with about sixty people in it; but the liner lurched and the boat was dashed against her side, about twenty people being killed or injured. Another survivor said that about ten or a dozen boats and rafts were left afloat after the liner sank. It was stated that a boat-drill had been held on board the "Lusitania" in the early morning of the previous day.—[Photo. by Photopress.]



AS IT MUST HAVE BEEN WITH THE "LUSITANIA": THE HOLE MADE IN A SHIP BY A GERMAN SUBMARINE'S TORPEDO (POINT OF IMPACT).

The fearful smashing effect of a torpedo at and near the place where it explodes on impact with a ship's side could hardly be more graphically demonstrated than in the photograph above and its complementary illustration opposite. The photographs were taken in a graving dock at North Shields, and show the shattered bows of a ship torpedoed during the present war, less than two months ago—the Norwegian

oil-tank steamer, "Belridge." One can thus realise something of what happened below water in the "Lusitania"—the shattering, local effect where the torpedoes struck. In the case of the "Belridge," the vessel was close to the Downs, and, was able to reach there, and be kept afloat until she could be docked. The damage also was right forward, in advance of the main foremast bulkhead. The left-hand

[Continued opposite.]



Continued.] AS IT MUST HAVE BEEN WITH THE "LUSITANIA": DAMAGE FROM THE FORCE OF THE EXPLOSION OF THE TORPEDO (OPPOSITE SIDE). The photograph shows the gaping cavity made in the hull-plating by the exploding torpedo. The force of the explosive tore rents right across the ship through the plating on the opposite side of the bows. Daylight can be seen right through the ship through the holes on the opposite side, and the right-hand photograph, with the plating torn outwards, makes this yet more apparent. So severe was the concussion and shock to the hull-structure throughout, apart from the destroyed interior framing of the bows and frame forward, that between forty and fifty of the vessel's shell-plates were found to be damaged, and rivets in all parts had been displaced. The damage done to the ill-fated "Lusitania" must have been very great; for she sank quickly.



SAVED FROM THE "LUSITANIA": A WOMAN IN PYJAMAS AND MACKINTOSH. | CAPTAIN W. T. TURNER, WHO WAS PICKED UP. |

A SURVIVOR AT EUSTON—WITH HIS HAND INJURED.

The survivors of the "Lusitania" number in all about 764, over a half of those who were on board, passengers and crew. Upwards of 1140 men, women, and children perished. The majority went down with the ship. There was at the moment of the final sinking of the vessel, relates a survivor, "no screaming, only a long, wailing, mournful, despairing, beseeching cry." Those who survived, in addition to

the number who were able to get away in the ten or twelve boats and rafts that put off before the final disappearance of the ship, either floated clear on wreckage, deck-chairs, oars, upturned boats, and by means of lifebelts, or else were brought up to the surface after the vortex had subsided and supported themselves until picked up by the rescue-boats on these arriving two or three hours later. In the eighteen or twenty

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ONE OF THE WOMEN SAVED (CENTRE): INJURED AND NEEDING SUPPORT. | A CRIPPLE WHO WAS SAVED BY A LIFEbelt. | TWO PASSENGERS ON LANDING: MR. J. LANE AND MISS B. WILLIAM.

minutes that the "Lusitania" remained afloat, the British rule of "Women and children first" was faithfully observed; but in the crowd at the sides on the slanting decks, before places could be secured in the boats, numbers of women and children failed to get through and perished. In the boats courageous women helped exhausted men to row. Among the bodies found was that of a sailor with a child tied on his

shoulders. Mr. Vanderbilt might have been saved, but he gave his lifebelt to a woman. The survivors, when landed, were mostly bareheaded and half-clad, some with injured heads and limbs, many only half alive after their immersion. The majority, it need hardly be said, still suffer considerably from shock.—[Photos. by C.N., Central Press, and Photopress.]



GERMANY'S "NAVAL VICTORY"! COFFINS FOR WOMEN AND CHILDREN DROWNED IN THE "LUSITANIA" BEING CONVEYED THROUGH QUEENSTOWN.

Incredible though it seems, Germany appears to be proud of having sunk the "Lusitania" and murdered in cold blood about fourteen hundred non-combatants and neutrals, including numerous women and children. This achievement, apparently, is the German idea of a naval victory by which, according to some German papers, the destruction of Admiral von Spee's squadron has been suitably avenged! The survivors of

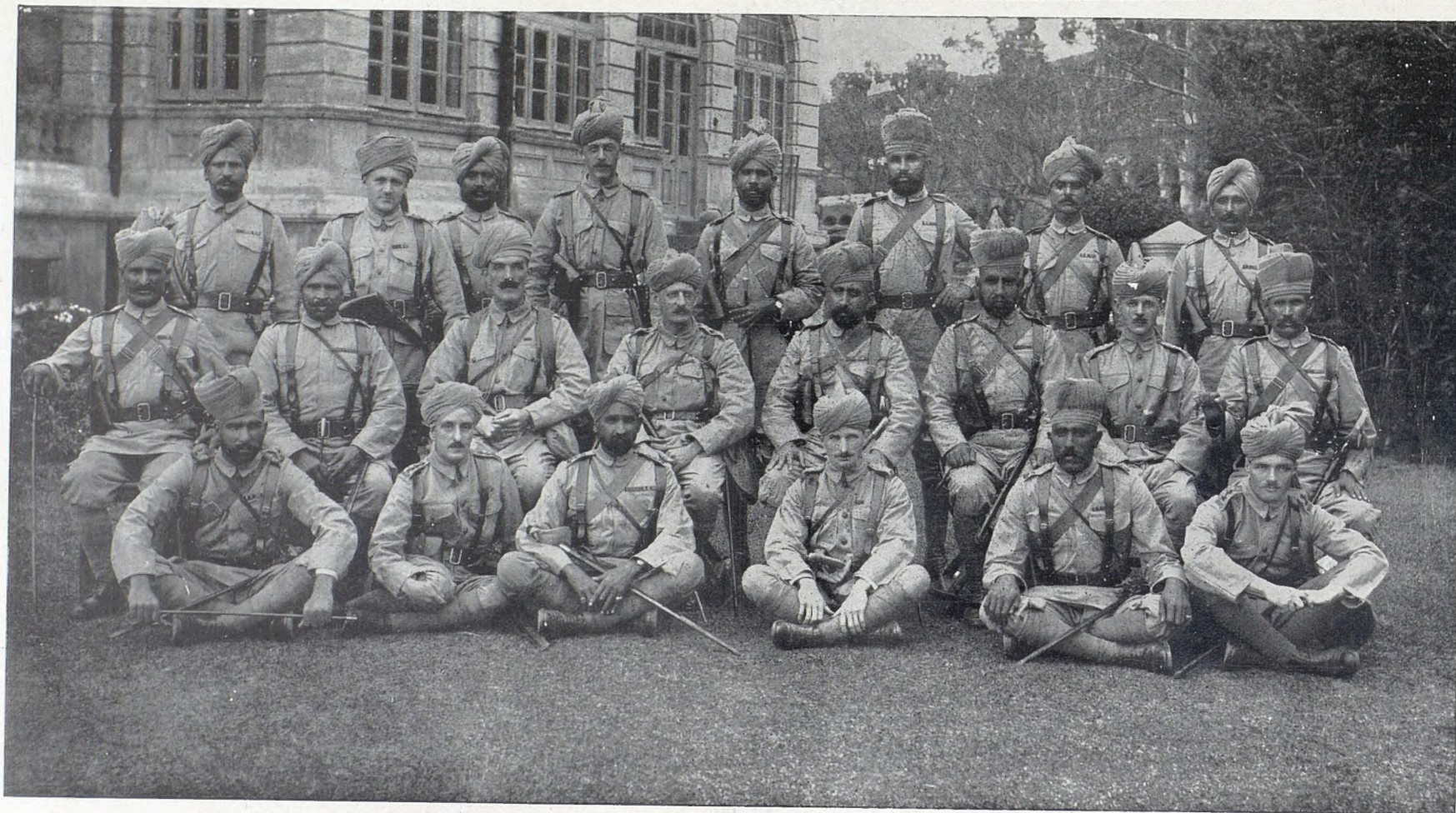
the "Lusitania" and the bodies recovered from the sea were taken to Queenstown, where the dead were laid out in market hall and mortuaries. The sight of the murdered women and little ones moved men to tears. "Queenstown," writes one who saw it, "is seething with the fury of men who ask what they can do to make the Germans answerable for this appalling crime."—[Photo. by Newspaper Illustrations.]



AN AMERICAN CITIZEN A VICTIM OF GERMANY: A BODY UNDER THE STARS AND STRIPES, IN QUEENSTOWN, AFTER THE "LUSITANIA" SINKING.

There is, of course, great anger in the United States as a result of Germany's piratical act in sinking the "Lusitania," with over 2000 civilians and the loss of nearly 1400 lives—men, women, and children, British citizens and neutrals numbering among them a considerable proportion of American citizens, including, it is understood, Mr. Alfred G. Vanderbilt, Mr. Charles Frohman, Mr. Charles Klein, and

Mr. Elbert Hubbard. The question is asked whether it will mean that the United States will take up arms against Germany; but there seems no doubt that President Wilson does not want war, and the "strict accountability" which the United States will exact of the pirates does not necessarily mean war. Such a photograph as this brings the tragedy home to the United States.—[Photo. by Newspaper Illus.]



LEADERS OF AN INDIAN REGIMENT WHICH GAVE A SPLENDID EXAMPLE OF STEADINESS AND VALOUR: OFFICERS OF THE 40TH PATHANS.

During the recent fighting near Ypres, the 40th Pathans gave a magnificent instance of disciplined heroism. A shell burst among them on the march, killing and wounding sixteen men, but they simply closed up and went straight on, advancing into action (to quote Eye-Witness) "across 1200 yards of open ground under a murderous fire. . . . One of their British officers was hit four times, but still continued to lead his men until he fell for the last time riddled by bullets from a machine-gun." The following particulars show the heavy casualties among the officers. We have numbered

the figures from left to right, but do not know the names of the Indians. Back Row: 1. Killed; 2. Capt. R. S. Waters, wounded; 3. Wounded; 4. Capt. A. C. P. Cochran, wounded; 5. Wounded; 6. Wounded; 7. Absent; 8. Survived. Middle Row: 1. Survived; 2. Wounded; 3. Major Aeneas C. Perkins, who died of wounds; 4. Lt.-Col. F. B. Hill, wounded; 5. Wounded; 6. Absent; 7. Medical Officer, absent; 8. Killed. Front Row: 1. Wounded; 2. Capt. J. F. C. Dalmahoy, killed; 3. Wounded; 4. Capt. L. de L. Christopher, killed; 5. Wounded; 6. Lt. F. L. R. Munn, who survived.